Maryland Historical Trust

Maryland Inventory of Historic Properties number: F-3-48

Name: F-3004/Lewistown Rd over Fishing Creek

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST

Eligibility Recommended ___X____ Eligibility Not Recommended _____

Criteria: ____A ____B ____C ____D Considerations: ___A ___B ___C ___D ___E ___F ___G __None

Comments:_____

_____

_____

Reviewer, OPS:_Anne E. Bruder_____ Date:__3 April 2001____

Reviewer, NR Program:__Peter E. Kurtze_____ Date:__3 April 2001____

NAME AND SHA NO.: F-2004

LOCATION
Road Name and Number: Lewistown Road over Fishing Creek
City/Town: Middletown X vicinity
County: Frederick

Ownership: _ State X County _ Municipal _ Other

Bridge projects over: _ Road _ Railway X Water _ Land

Is bridge located within designated district?: _ yes X no
___ NR listed district _ NR determined eligible district
___ locally designated _ other
Name of District _

BRIDGE TYPE

__ Timber Bridge
__ Beam Bridge __ Truss-Covered __ Trestle __ Timber-and-Concrete

__ Stone Arch Bridge

__ Metal Truss Bridge

__ Moveable Bridge
__ Swing __ Bascule Single Leaf __ Bascule Multiple Leaf
__ Vertical Lift __ Retractile __ Pontoon

__ Metal Girder
__ Rolled Girder __ Rolled Girder Concrete Encased
__ Plate Girder __ Plate Girder Concrete Encased

__ Metal Suspension

__ Metal Arch

__ Metal Cantilever

X Concrete
_ Concrete Arch _ Concrete Slab X Concrete Beam _ Rigid Frame
_ Other Type Name ___

DESCRIPTION

Describe the Setting:

Bridge F-2004 carries Lewistown Road over Fishing Creek in north central Frederick County. Lewistown Road runs east and west, while Weldon Creek flows north to south. The stream splits as it courses around an island slightly south of the bridge and then the branches rejoin to flow under the structure. The stream then appears to divide into two branches north of the bridge. Located in the Piedmont physiographic province, a region characterized by variegated topography created by rivers and streams cutting through the valley, the bridge is surrounded by wooded parcels, agricultural fields, and farm complexes at the east and west ends.

Describe the Superstructure and Substructure:
(Discuss points identified in Context Addendum, Section C)

Bridge F-2004, a double-span concrete beam structure, has a total bridge length of 56'; each span measures 28' feet in length. The 25' wide roadway with a 2" bituminous deck carries two lanes of traffic. Five concrete beams support the reinforced concrete slab. The concrete deck and the concrete slab are integrated with the girders. The 2'-6" high solid concrete parapets features alternating inset rectangular and raised square panels. Steel W-beam guardrails run along the approach roadway but are not attached to the ends of the parapets. The substructure consists of concrete cantilevered abutments, a concrete solid shaft pier, and 18' concrete wing walls at the northeast, southeast, and southwest corners; the northwest wing wall measures 20'.

Recent inspection reports indicate that numerous hairline cracks exist in the beams and the underside of the deck. Also, the concrete shelf supporting the parapets is deteriorated with exposed, rusted rebars. Defects in the substructure include severe cracks in the wing walls and erosion and scour at the northern end of the pier.

A survey of historic concrete beam bridges undertaken by the Maryland State Highway Administration in the Fall of 1995 identified 113 bridges of that type located throughout the state. Nearly one-quarter (26) of that total were double-span bridges; 37 bridges (33%) were multiple span.

Discuss major alterations:

According to available documentary evidence, this bridge has not undergone any major alterations.

HISTORY

When Built: 1920-1925
Why Built: Statewide road improvement programs and local transportation needs.
Who Built: Unknown
Who Designed: Unknown
Why Altered: N/A
Was this bridge built as part of an organized bridge building campaign?: No

This bridge was built during the Good Roads Movement era but was not one of the primary corridors slated for improvement.

SURVEYOR ANALYSIS

This bridge may have NR significance for association with:

_ A (Events) _ B (Person) _ C (Engineering/Architectural Character)

Was this bridge constructed in response to significant events in Maryland or local history?

The improvement of Frederick County roads most likely resulted from several events that occurred during the first three decades of the twentieth century. The original Good Roads movement was aimed toward improving the primary routes through the state as well as connecting roads between counties. A later impact of this crusade included the widening, straightening, and grading of secondary roads, and construction of new bridges to carry these rebuilt roads. Further, the rapid increase of automobile, truck, and bus traffic prompted the replacement of the existing narrow and weak bridges with new, wider, and stronger concrete structures. As time, labor, and money-saving plans created by the State Roads Commission (SRC), the establishment of district engineering offices during the 1910s and the development of standardized bridge designs also aided in the construction of modern bridges throughout the state. During the 1920s, emphasis of the SRC was on improving safety and comfort of main routes while building up the secondary roads and the farm-to-market network of feeder roads. By the 1930s, bridges believed to be adequate when initial road reconstruction was undertaken became unacceptable for modern traffic and many new structures were constructed.

When the bridge was built, and/or given a major alteration, did it have a significant impact on the growth and development of the area?

No, the construction of this bridge did not play an active role in the growth or development of this portion of Frederick County.

Is the bridge located in an area which may be eligible for historic designation, and would the bridge add or detract from the historic and visual character of the possible district?

No, this bridge is not located within an area which is eligible for historic district designation.

Is the bridge a significant example of its type?

Yes, due to its apparent lack of major alterations and fair condition, this bridge stands as a significant example of its type.

Does the bridge retain integrity of the important elements described in the Context Addendum?

Yes, this bridge retains integrity of its character defining elements. Although recent reports indicate that the structure exhibits signs of age and wear, including cracking and deteriorating of the deck, girders, and wing walls, none of these character defining elements has been replaced or removed.

Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer, and why?

No, this bridge is not a significant example of the work of the manufacturer, designer, and/or engineer. This bridge was most likely built to standard state specifications, which corresponded to the structure's span length and year.

Should this bridge be given further study before significance analysis is made, and why?

No, this bridge should not receive further study.

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SURVEYOR INFORMATION

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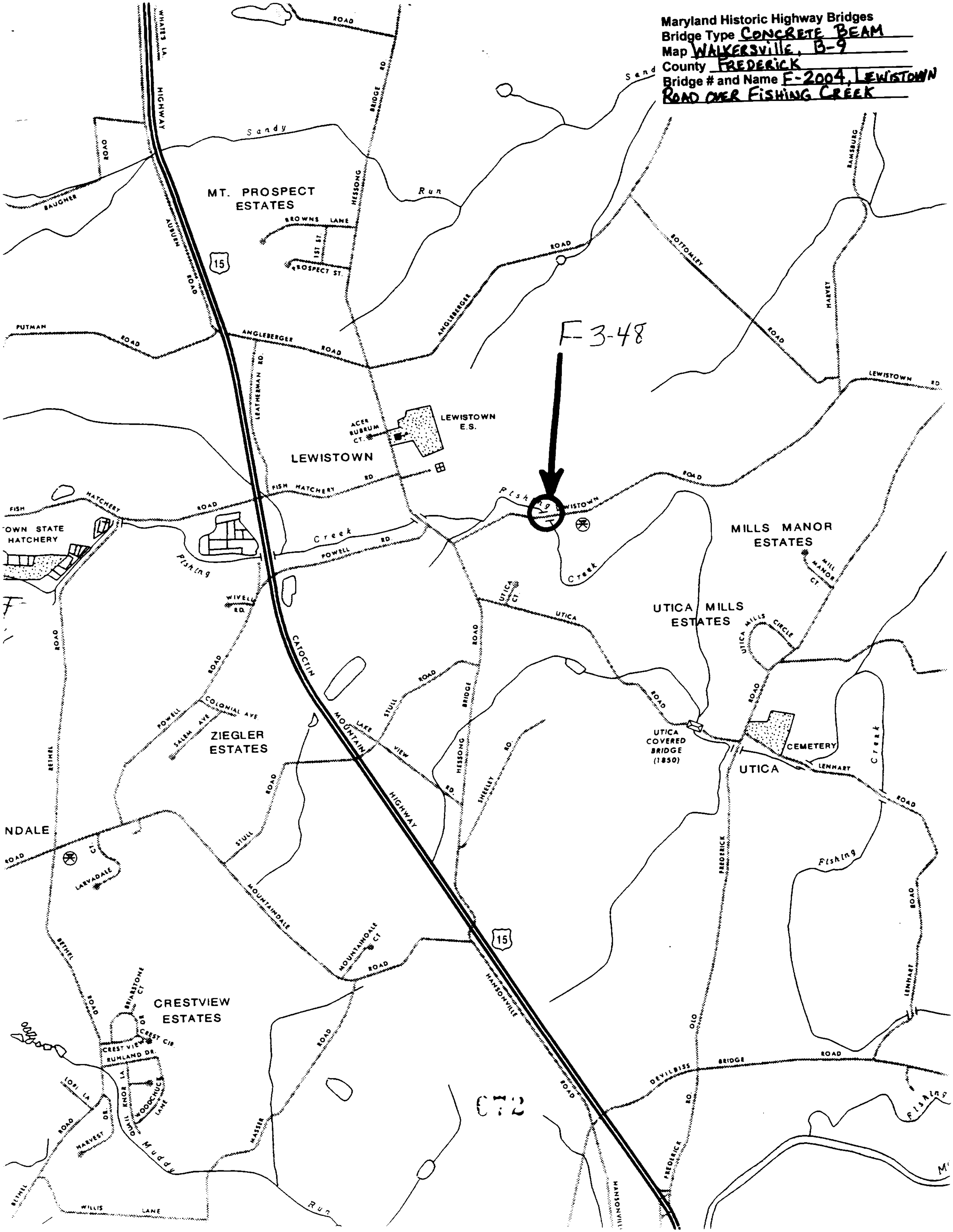
Maryland Historic Highway Bridges
Bridge Type CONCRETE BEAM
Map WALKERSVILLE, B-9
County FREDERICK
Bridge # and Name F-2004, LEWISTOWN ROAD OVER FISHING CREEK



Inventory # F-3-48

Name F2004-LEWISTOWN RD OVER FISHING CREEK
County/State FREDERICK COUNTY/MD
Name of Photographer FRANK JULIANO
Date 2/95

Location of Negative ~~SHA~~ MDSHPO

Description APPROACH WEST

Number 1 ~~19~~ of ~~35~~ 4

Inventory # F-3-49

Name F2004- LEWISTOWN RD OVER FISHING CREEK

County/State FREDERICK COUNTY / MD

Name of Photographer FRANK JULIAND

Date 2/95

Location of Negative ~~SHA~~

Description ELEVATION LOOKING SOUTH

Number 220 of 354

Inventory # F-3-48

Name F2004 - LEWISTOWN RD OVER FISHING CREEK
County/State FREDERICK COUNTY/MD
Name of Photographer FRANK JULIANO
Date 2/95

Location of Negative ~~SHA~~

Description APPROACH EAST

Number ~~3~~ 21 of ~~35~~ 4

Inventory # F-3-48

Name F2004 - LEWISTOWN RD OVER FISHING CREEK
County/State FREDERICK COUNTY | MD
Name of Photographer FRANK JULIANO
Date 2|95

Location of Negative ~~SHA~~

Description ELEVATION LOOKING NORTH ~~EAST~~

Number ~~22~~ 422 of ~~35~~ 354